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SUBJECT GROUP 3100-3199 OPERATIONS

SUBGROUP 3141 - OBSERVATIONS/MEASUREMENTS

3141.1 Destructive Weather Plan for SOPA (ADMIN) Hampton Roads

Ref: (a) COMNAVBASENORVA/SOPA (ADMIN) HAMPINST 3141.1 series
(b) COMNAVBASENORVA/SOPA (ADMIN) HAMPINST 3141.7 series

a. General. Reference (a) provides guidance and procedures to be employed by commands/activities in the SOPA Hampton Roads area in the event of destructive weather (e.g., tropical storms, hurricanes, thunderstorms, tornadoes, gales, and severe windstorms).

b. Policy and Guidance. Reference (a) provides information regarding warning conditions, conditions of readiness, sortie conditions, sortie and evasion, reporting procedures, and organizational support.

3141.2 Winter Storm Condition Plan for SOPA (ADMIN) Hampton Roads Area

a. General. Reference (b) provides guidance and procedures to be employed by commands/activities in the SOPA Hampton Roads area in the event of heavy snow accumulation or icy roads.

b. Policy and Guidance. Reference (b) provides information regarding warning conditions, snow removal priorities, and points-of-contact for assistance.

3141.3 Weather Services

a. General. Weather service for Hampton Roads, Chesapeake Bay, Delaware Bay, Virginia Capes Operating Area, Cherry Point Operating Area, and the coastal waters from Cape May to Cape Romain are provided by Naval Atlantic Meteorological and Oceanography Center (NAVLANTMETOCCEN), Norfolk. NAVLANTMETOCCEN Norfolk is physically located in Building U-117, NAVSTA Norfolk. A 24-hour forecast watch is maintained.

b. Weather Training. NAVLANTMETOCCEN Norfolk conducts a two day course for Quartermasters in evaluating, encoding and reporting surface weather observations, and a two to three day course designed for Sonar Technicians in observing, evaluating, encoding and reporting Bathythermograph information. Equipment operation, preventative maintenance and possible malfunctions are also covered. These courses are conducted upon request at NAVLANTMETOCCEN Norfolk. Portions of these courses are classified Confidential and certification of clearance must be provided in advance. Phone or message may obtain quotas. Two weeks notice is requested for planning purposes.

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NAVLANTMETOCCEN Norfolk will prepare necessary mess passes for attendees.

c. Routine Forecasts. Periodic forecasts for the Hampton Roads, Chesapeake Bay and Virginia Cape Operating Areas are transmitted via Autodin and the Fleet Multi-Channel Broadcast.

d. Destructive Weather Warnings. Advisories and warnings of small craft, gale, storm, tropical cyclone, thunderstorm, snow, and storm surge are disseminated via Autodin message and telephone call relays to local interests. Gale, storm, and tropical cyclone warnings are also transmitted over the Fleet Multi-Channel Broadcast.

e. Sea Level Pressure. The sea level pressure obtained by a standard mercurial barometer in millibars and inches is included daily in the Hampton Roads Forecast to facilitate comparison of shipboard barometers.

f. Barometer Calibration. Any ship noting excessive errors, erratic performance, or other malfunction of its barometer is invited to consult NAVLANTMETOCCEN Norfolk for advice and assistance. In such cases, the barometers should be delivered to Building U-117, NAVSTA Norfolk during normal working hours for comparison and check. Usually four working days are required for comparison and calibration.

g. Telephone Weather Recording. A recording of current weather conditions at Chambers Field and a short-range forecast is updated every three hours.

h. OTSR. NAVLANTMETOCCEN Norfolk conducts the OTSR program in the Atlantic Ocean area (COMNAVOCEANCOMINST 3140.1). Ships desiring to use this service are encouraged to call the OTSR Duty Officer to discuss the program. Additionally, visits to NAVLANTMETOCCEN Norfolk for familiarization with the OTSR program are welcome.

i. Route Weather Forecasts (WEAX). NAVLANTMETOCCEN Norfolk issues special route weather forecast (WEAX) for ships upon request throughout the Atlantic Ocean area (COMNAVOCEANCOMINST 3140.1 series applies).

j. Other Weather Services. Forecasts of various environmental parameters as listed in COMNAVOCEANCOMINST 3140.1 are available upon request from NAVLANTMETOCCEN Norfolk.

k. Display Station Locations. The Port Operations Building (W-313), NAVSTA Norfolk has been included by the National Weather Service in their list of authorized display stations. Since these storm warning stations have been established by the Weather Bureau with the cooperation of the Navy, only those signals so ordered by official weather bureau forecasters in Washington (or in an emergency, the Weather Bureau's local representative) may be displayed in order to

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coordinate a universal display of all substations in the Chesapeake Bay area. These displays of flags indicate the various kinds of warnings, primarily for the general public and maritime interests. Therefore, storm warnings initiated by NAVLANTMETOCCEN Norfolk or other naval sources should not be used as a basis authorizing weather warning displays at the Signal Station.

1. Duties of Port Operations Officer, in Displaying Storm Warnings. NAVLANTMETOCCEN Norfolk will notify Port Operations, NAVSTA Norfolk directly either verbally and or by message, of impending inclement weather/storm conditions. Upon notification the Port Operations Department will:

(1) Hoist the appropriate day shape/energize night light signals.

(2) If "sustained" winds are projected to be 25 KTS or higher, each Pier SOPA will be called by the Port Operations Tower Dispatcher and advised of the actual/anticipated weather condition. Each Pier SOPA is to inform each subordinate command at their respective piers.

(3) Based upon projected weather conditions, a determination will be made as to keeping a number of Navy tugs or ordering civilian tugs to aid ships pierside, etc., weather situation dependent. As a general rule of thumb, the 24-hour Navy duty tug will be augmented by additional tug(s) when sustained winds are projected to be 25 KTS or higher.

(4) Based upon projected weather conditions, a determination will be made as to establishment of a PWC Norfolk Crane Storm Watch, or recall PWC Norfolk Crane crews to aid vessels in replacing brows that may be/have been lost during gusting winds period.

(5) Upon cancellation of the weather warning, the Port Operations Department will haul down/secure the appropriate weather signal, and return to a normal operating posture.

m. At NAPHIBASE Little Creek, the Signal Tower, located adjacent to Port Operations, Building, 3890, will display weather signals.

n. Warning Definitions. Warnings of hazardous or destructive weather phenomena issued by NAVLANTMETOCCEN Norfolk are defined in COMNAVREG MIDLANTNORVA/SOPA (ADMIN) HAMPTINST 3141.1 series.

3141.4 Small Boats During Heavy Weather

a. Responsibility. The responsibility for the safe regulation and control of a ship's boat is vested in the ship's commanding officer subject to the superior authority of the Subarea SOPA. CINCLANTFLTINST 5400.2 series describes the responsibility of

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commanding officers in detail. The commanding officer of a ship in the stream has an intimate knowledge of the capabilities of his boats and their crews and the urgency of boat trips. He is the best judge of weather conditions at his ship and their effect on boating. Whenever foul weather is expected or encountered and is of such nature as to make the operation of boats hazardous, it is the responsibility of the commanding officer to stop boating. SOPA (ADMIN) Subareas should normally act in an advisory capacity, but may, when considered advisable, direct commanding officers to stop boating.

b. Gust Warnings. NAVLANTMETOCEN Norfolk, promulgates gust warnings by means of AIG 138. See the current edition of COMNAVREGMIDLANTNORVA INST 3141.1 series for details of evaluation and dissemination of hurricanes and destructive winds.

c. CO Responsibility. Commanding officers of ships are responsible, subject to superior authority of SOPA (ADMIN) Subareas, for regulating boat trips and boats landing at their ships and for the application of such restrictions as may be dictated by conditions of wind, weather, and sea.

d. SOPA (ADMIN) Responsibility. SOPA (ADMIN) Subareas are responsible for regulation of boats, passengers, and cargo handling at fleet landings within their own subareas. They will inform fleet commands and ships in their subareas when reduced loading has been directed for boats departing the Fleet Landing, when the Fleet Landing is unusable, or then the alternate bad weather landing is to be used.

e. Boating Restriction Message. Restrictions on boating during periods of inclement weather will be originated as necessary by SOPA (ADMIN) Subareas. The following sample of a small boat message is furnished for guidance:

IMMEDIATE
FROM SOPA(ADMIN) SUBAREA _____ VA
TO {APPROPRIATE SHIPS PRESENT COLLECTIVE}
INFO SOPA(ADMIN) HAMPTON ROADS AREA//N31/N2//
UNCLAS//NO3141//
SUBJ/SMALL BOAT OPERATIONS IN _____ SUBAREA
MSGID/GENADMIN/ORIGINATOR//
REF/A/DOC/COMNAVREG MIDLANT/06MAR90//
AMPN/COMNAVREGMIDLANTNORVA/SOPA(ADMIN)HAMPINST 5400.1 series (SOPA
MANUAL) ARTICLE 3141-4//
RMKS/1. FOR REDUCED CAPACITY: BOATING DEPARTING FLEET LANDING
REDUCED TO FIFTY-PERCENT CAPACITY
2. FOR UNRESTRICTED RESUMPTION: SMALL BOATING DEPARTING FLEET
LANDING RESUMED UNRESTRICTED
3. FOR FLEET LANDING UNUSABLE: FLEET LANDING UNSAFE FOR AND CLOSED
TO BOATING. DESIGNATED ALTERNATE BAD WEATHER LANDING FOR USE BY BOATS
IN DISTRESS
4. FOR FLEET LANDING USABLE: FLEET LANDING REOPENED TO BOATING

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5. FOR BOATS REMAINING AT FLEET LANDING: DUE TO WEATHER CONDITIONS (COXSWAIN/BOAT OFFICER) OF YOUR (TYPE AND NUMBER OF BOAT) CONSIDERS BOATING UNSAFE AND WILL REMAIN AT FLEET LANDING UNTIL WEATHER CONDITIONS IMPROVE

6. FOR SMALL BOAT SAFETY: WIND EXPECTED IN EXCESS OF 18 KNOTS IN NORFOLK AREA WITHIN ___ HOURS. ATTENTION DIRECTED TO PARA 3145.2E OF REF A.//

f. Dangerous Wind Speed. Winds over 18 knots (KTS) (small craft intensity) from northwest to southwest create a sea in slips at the Naval Station that is dangerous for boats and landing craft. It is recommended that boats be hoisted aboard prior to such conditions. Ships that have small craft in the water and are unable to hoist them aboard are advised that there is a small boat harbor at NAVSHIPYD Norfolk (See N.O. charts 12245 and 12253). Newport News Creek is also considered to be relatively safe for boats.

g. Guidance. Unless circumstances dictate otherwise, the following precautions are considered appropriate in exposed locations when the winds or seas indicated are anticipated:

<u>WINDFORCE</u>	<u>and/or SEAS</u>	<u>PRECAUTIONARY MEASURES</u>
Small Craft (18-33 KTS)	Slight (2-4 Ft)	Reduce boating to 50% Require wearing of lifejackets
Gale (34-47 KTS)	Moderate (4-8 Ft)	Cancel boating Boats to be hoisted aboard or berthed at small boat haven

Individual commanding officers will advise SOPA (ADMIN) Hampton Roads, appropriate Subarea SOPAs, SOPA (ADMIN) subareas, and NAVLANTMETOCEN Norfolk if weather conditions in the stream are materially worse than predicted, or dictate the reduction or cancellation of existing boating.

h. Storm Warning Displays. Day and night small craft and storm warnings will be displayed from the control tower of NAVSTA Norfolk Port Operations, Building W-313, located between Piers 7 and 10.

i. Boating Cancellation. Individual ships will notify appropriate SOPA (ADMIN) Subarea by priority message, including the number of men ashore, when they have canceled boating, so that proper arrangements can be made for the berthing and messing of personnel ashore. SOPA (ADMIN) Subarea will be immediately notified upon the resumption of boating.

j. Boat Watch. When boating is canceled, any boats remaining at a shore command will not be left unattended. The crew will set an appropriate watch.

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k. Berthing of Small Boats. Fleet Landing is not considered to be a boat haven or a holding point. Commands desiring to berth boats away from their ships should make prior arrangements with commands concerned.

1. Berthing of Small Boats at the NAVSHIPYD Norfolk. NAVSHIPYD Norfolk can, by utilizing unoccupied dry-docks and wetslips, berth a large number of small boats during periods when destructive weather is anticipated. Commanding officers desiring to utilize this facility should make arrangements with NAVSTA Norfolk Port Operations or NAVPHIBASE Little Creek Port Operations, as appropriate. Port Operations officers will coordinate all such requests with the Shipyard Berthing Officer. Each boat should be equipped with four 25-foot lengths of mooring line. A minimum of three hours notice is required. Arrangements can be made to subsist crews in the Shipyard Mess.

m. Return of Liberty Parties to Ships at Anchor

(1) When weather conditions are such that small boating has been discontinued, the following procedures will be employed in returning of liberty parties to ships in the anchorage.

(a) Tugs or other small craft will not return liberty parties to ships during the hours of darkness unless authorized to do so by the Subarea SOPA.

(b) Tugs or other small craft will not be used for the return of liberty parties when the weather, in the opinion of the Subarea SOPA, is such that the operation is too hazardous.

(c) When small boating is discontinued after the liberty parties are ashore, SOPA (ADMIN) Subarea will ascertain the number of men ashore from the beach guard. He will order sufficient barracks space, be prepared to shelter these personnel for the night. The BOQs will be called to ascertain the number of rooms and their locations available to officers.

(d) SOPA (ADMIN) Subarea will arrange to:

1. Direct the Beachmaster at landings to pass the word frequently over the loudspeaker system that the men shall proceed to a designated place for accounting, berthing and messing instructions. Officers shall report to the base or station OOD for quarter's assignment.

2. Keep the beach guard informed of the BOQs to which officers should be sent.

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3. Order an additional tug to ready duty, in sufficient time, for returning liberty parties to ships, which must meet operational commitments.

4. Pass the word in the barracks that sailors from ships in the Hampton Roads area are to proceed at daylight to the alternate landing for return to their respective ships.

5. Direct the Beach Master to notify sailors reporting at Fleet Landing after daylight to report to the alternate landing.

6. Operational commanders are requested to indicate the priority for returning liberty parties to ships at anchor scheduled to get underway to the SOPA (ADMIN) Subarea.